PROJECT NARRATIVE

Mill 77
77 Elm Street
Amesbury, Massachusetts
Revised March 2016

EXISTING SITE DESCRIPTION

The project site is located in downtown Amesbury at the intersection of Elm Street and Clark Street. The project lots consists of Lot 38 A.P. 53 and Lot 139A A.P. 40. The lot areas are 18,008 sq. ft. and 8,734 sq. ft., respectively, with a combined total area of 26,742 sq. ft. (0.61 acres). The site is zoned Central Industrial (IC).

Lot 38 is located at 77 Elm Street and consists mainly of an existing brick mill building, paved road/parking areas and a paved "courtyard".

- Existing Building (sf): 8,971
- Existing Paved Road/Parking (sf): 5,521
- Existing Pave Courtyard (sf): 1,578
- Pervious cover (sf): 1,938

The general topography of the Lot 38 is very steep and slopes from northwest to southeast with the steepest grades along the northern portion of the lot and access drive. The elevation across the property area varies from 32 feet in the rear to 14 feet at the front of the building. The surrounding properties to the north south and west are highly developed with a mix of residential and commercial uses. The Back River is located to both the north and the south and crosses under the property via an existing brick/stone culvert (Figure 3). The river enters the culvert to the north and exit southeast of the site across Elm Street. A portion of the southeast corner of the property is located within the 100 foot wetland buffer associated with the Back River (Figure 3).

Lot 139A is located at 9 ½ Fruit place and consists of an existing residential dwelling, paved driveway and lawn.

Figure 1: Existing Conditions

Intersection of Clark Street and Elm Street

Lot 38 Rear Access Drive

Lot 139A Residential Dwelling

- Existing Building (sf): 1,117
- Existing Paved Road/Parking (sf): 750
- Existing lawn (sf): 6,867

The general topography of the Lot 139A is moderate and slopes from west to east with the steepest grades along the eastern portion of the lot, which abuts Lot 38. The elevation across the property varies from 50 to 36 feet. The surrounding properties to the north south and west are highly developed and are a mix of residential and commercial uses.

Soils

According to the 2012 NRCS-Certified Soils MassGIS the soils underlying Lot 139A are Merrimac 254D. Merrimac soils are classified as very deep, somewhat excessively drained soils formed in outwash. Depth to bedrock is typically greater than 60 inches and the water table is normally more than 6 feet below the surface. Merrimac soils are classified as hydrologic soil group C.

Lot 38 is split between Merrimac 254D and 230C Unadilla. Unadilla soils are classified as well drained soils formed in silty, lacustrine sediments or old alluvial deposits. Depth to bedrock is typically greater than 60 inches and the water table is normally more than 6 feet below the surface. Unadilla soils are classified as hydrologic group C. See Soils Map Figure 4.

Wetland Resources

There is no Massachusetts Department of Environmental Protection (MADEP) regulated wetlands located on the property. However, the Back River is located just north and south of the project site. The river enters a culvert which runs under Elm Street and the existing building at 77 Elm Street prior to reaching the project site. Due to the culvert, the site is outside of the 200' Riverfront Area and only a portion of the site (southeast corner of the existing mill building) is located within the 100' wetland buffer and most of the proposed site improvements are outside the wetland buffer

Figure 2: Back River Culvert

Flood Zones

The project site is located within Flood Insurance Rate Map (FIRM) zone A as indicated on community panel No. 250075 0106F dated July 3, 2012. Lot 139A is situated in an area of minimal flood hazard (Zone X). The southern and eastern portions of Lot 38 are located within the 1% annual flood hazard, (Zone A).

Rare Species Habitat

The project site is not located within critical habitat for endangered or threatened species.

Stormwater Management

Most of the site surface runoff from Lot 38 currently drains via overland flow along the access drive at the rear of the property to an existing town maintained closed pipe drainage system located within the rear access drive. The drainage system is connected to existing town drainage located in the Clark Street Right-of-Way. A small portion of the lot, the "courtyard"area in the northeast corner, currently drains to two existing drain grates, which discharge directly to the culvert below.

Based upon site observations, it is assumed that the roof is pitched to the rear of the property and collected in downspouts which discharge directly onto the paved parking and access drive along the rear of the property.

The site surface and roof runoff from Lot 139A currently drains untreated west to east via overland flow to the existing drainage system located in the access drive along the western and northern portions of Lot 38.

Utilities

Existing utilities for Lot 38 are available on the property and include municipal water and sewer, natural gas, electric, and cable.

Lot 152 is vacant, therefore there are no existing utility connections located on the lot. There is a 20 foot utility easement off the southern boundary which includes both gas and water service to Dornick Road.

PROPOSED SITE IMPROVEMENTS

The proposed project includes the following proposed site improvements on both Lots 139A and 38:

- Conversion of the existing mill building into commercial and retail space (Lot 38);
- Demolition of existing accessory building and stairwell in the area of the "courtyard" (Lot 38) and the removal of the existing residential dwelling (Lot 139A)
- Reconfiguration of the rear access drive and parking (Lot 139A);
- Construction of block retailing walls (Lot 139A):
- New sidewalk and building entrance at the rear of the property (Lot 38);
- A new handicap access ramp to provide ADA accessibility at the rear of building (Lot 38); and
- Construction of a 6,700 square foot parking lot (Lot 139A).

A total of 24 parking spaces is provided on the two lots. The proposed parking lot will provide 19 - 18' long x 9' wide spaces. A stairway between the parking lot and mill building is proposed to provide safe and efficient access from the lot to the mill building. An additional five spaces are proposed as street side parking off Fruit Place Street. Two of the five street parking spaces are reserved for ADA handicap accessibility with an aisle.

The total proposed impervious area on Lot 38 (including both the building and paved surfaces will be decreased by 6% from the existing conditions. The proposed impervious area on Lot 139A will be an increase and is treated and managed on site with two bioretention areas and underground storage chamber. A summary of the lot area calculations id provided in Table 1

The total limit of disturbance associated with construction is 30,033 sf and includes work on both lots and proposed roadway improvements within the Fruit Place Right-of-Way. All disturbed areas will be revegetated and/or loam and seeded as indicated on the plans. The area of disturbance within the 100' wetland buffer is 1,464 sf and includes exterior building façade improvements only.

Table 1: Surface Coverage Comparison by Lot

Lot 38 Area (sf)	**18008**	
	Existing	**Proposed**
Building (sf)	8971	7650
Pavement (sf)		
Road/Parking	5521	5550
Courtyard (75% impervious)	1578	1900
Impervious Lot Coverage -Building and Pavement (sf)	16070	15100
Pervious Lot Coverage (sf)	1938	2908
% Building Lot Coverage	50%	42%
% Lot coverage	89%	84%
% Open space	11%	16%
Lot 139A Area (sf)	8733	
Building (sf)	1117	0
Pavement (sf)	748	6132
Walls (sf)	0	418
Impervious Lot Coverage - Building and Pavement (sf)	1865	6550
Pervious Lot Coverage (sf)	6868	2183
% Building Lot Coverage	13%	0%
% Lot coverage	21%	75%
% Open space	79%	25%
Combined Lot Area - 38 and 139A (sf)	26741	
Combined building (sf)	10088	7650
Impervious Lot Coverage-Building and Pavement (sf)	17935	21232
Pervious Lot Coverage (sf)	8806	5509
Total (sf)	26741	26741
% Building Lot Coverage	37.72%	28.61%
% Lot coverage	104.79%	108.01%
% Open space	32.93%	20.60%

Stormwater Management

The proposed redevelopment of Lot 38 results in a reduction of impervious cover. The redevelopment of Lot 139A, which includes the conversion of the residential dwelling into the proposed parking lot, contains two bioretention areas designed to capture and treat stormwater runoff generated by the Lot 139A. The two bioretention areas, 1 and 2, are located in the northeast and southeast corners of the parking lot respectively and sized to treat the first 1" of runoff. Each area is designed to receive approximately 50% of the parking surface runoff. Sediment forebays are provided for pretreatment to capture sediment prior to entering the planted area. Both bioretention cells direct overflow runoff to subsurface storage chambers proposed beneath the parking lot. An isolator row has also been provided as part of the underground storage system to capture any additional sediment and allow for proper maintenance and cleaning.

Additional design details are included on the Grading and Drainage plan and Drainage Report.

Figure 3: Parking Lot Bioretention/Bioswale

Utilities

Water, sewer, gas, electric, cable, and telephone service will be accessed through existing services currently installed on-site. Design and sizing of the proposed utilities will be coordinated with all appropriate utility companies.

Lighting

Exterior lighting for the parking lot will include seven LED pole mounted fixture to light both the parking lot and stairway. The proposed lamp is the Omega LED small scale fixture by Sternberg Lighting. The Omega series is a small scale, decorative down light fixture with a spun aluminum bell styled dome. The dome features a flared edge (F) style. The luminaire measures 21" outside diameter and 17-1/18" overall height. The luminaire has a hinged door for LED access. It is U.L. or E.T.L. listed in U.S. and Canada. A 12 foot mounting height is proposed to further reduce light spill.

Figure 4: Parking Lot Lighting